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RIVER FLEET EXCEEDS 1951 HAULING PLAN;
SHIP LINES CRITICIZED FOR POOR SCHEDULING

The Soviet river fleet exceeded its hauling plan in 1951. As compared with 1950, freight hauling increased 30 percent and millions of tons were delivered to the large-scale hydroelectric and canal construction projects.(1)

Among organizations which completed their hauling plans were the Belomorsk-Omega Ship Line (2), Northern Ship Line (3), and the Moscow-Volga Canal.(4) The Belomorsk-Omega Ship Line completed its hauling plan on 15 October 1951 and hauled tens of thousands of additional tons of freight by the end of the year. In this ship line, the volume of hauling in 1951 exceeded the 1950 tonnage by 26 percent, while 12 percent more ton-kilometers were performed.(2) In the Northern Ship Line, where 90 percent of the total freight turnover consists of timber in rafts, the hauling plan was 50 percent completed before 1 July during the high-water season, thus assuring fulfillment of the 1951 plan.(3)

The Moscow-Volga Canal carried 18.1 percent more freight than in 1950, while the number of ton-kilometers performed increased 6.2 percent. More than 800,000 passengers were hauled above the plan. Labor productivity in loading and unloading operations increased 14 percent, and this type of work became 97 percent mechanized. Of the ships processed, 76.5 percent were completed on schedule or ahead of schedule.(5)

In spite of the successes of the river fleet in 1951, 52.7 percent of the individual ships, many of the ship lines, and one of the four main operational administrations failed to complete their hauling plans. In these organizations and in the ministry as a whole, the operation of the fleet according to set schedule was poorly organized.(4) Because of the lack of scheduling and the lack of coordination between the ports and ships, large groups of ships would arrive in certain ports at the same time, thus causing excessive layover for many of the ships. At other times, the ports would be empty and the port machinery would lie idle. This, of course, raised hauling costs and caused late freight deliveries to the consumer.(1) Altogether, only 31.3 percent of the total volume of freight is hauled according to schedule in the river fleet. During the 1951 navigation season, more than 68 percent of the freight hauling was unscheduled and the plan for shipping freight according to schedule was completed only 85 percent.

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During the 1951 season, norms for processing ships were not met as a result of unsatisfactory operations at some of the ports and piers. Instead of ships being processed in an average of two days as called for in the plan, the average processing time per ship was nearly 3 days in 1951.

Among the ship lines failing to complete their 1951 hauling plans are: Moscow-Oke, Vyatka, Volgatanker, Upper Dnestr, Upper Irtysh, Lower Irtysh, and West Siberian ship lines. Many ships of these organizations wintered at unscheduled points, sometimes with freight aboard, thus complicating their interseason repair. Both Glavvostok (Main Administration of River Fleet of Eastern Basins) and Glavtsentrolot (Main Administration of River Fleet of Central Basins) are at present lagging behind schedule in interseason ship repair, especially medium repair of nonself-propelled vessels.(4)

Clients of the ship lines were often responsible for excessive layover at their piers. During the 1951 navigation season, more than 62 percent of ships of the Belomorak-Onega Ship Line processed at the piers of clients exceeded layover norms.(2)

The plan of the river fleet for putting new ports and warehouses in operation and the program for mechanizing loading and unloading work were not completed in 1951. Other ministries concerned with river hauling are also lagging in this respect.(1)

In 1952, freight hauling by river transport should be increased 12.3 percent in tons and 14.8 percent in ton-kilometers. To make this increase possible, work indexes of the dry-cargo tow ships must increase 6.8 percent over 1951; of petroleum tow ships, 7.9 percent. Productivity of dry-cargo tonnage /nonself-propelled vessels/ must increase 10.7 percent; of petroleum barges, 6.4 percent.(4)

Increased demands will be made on Kaspflot (Caspian Dry-Cargo Ship Line), Kasp tanker (Caspian Tanker Ship Line), Kasmorput' (Caspian Sea Routes Administration), and other ship lines. Kaspflot must increase freight hauling 21 percent over 1951, increase labor productivity 7.8 percent, and lower unproductive layover 30 percent. Kasp tanker is to increase the hauling of petroleum considerably.(6) The 1952 hauling plan of the Northern Ship Line calls for an increase of 14 percent over 1951 (7), while that of the Belomorak-Onega Ship Line provides for increase of 29 percent in tons, 41 percent in ton-kilometers. Hauling of timber in ships will be increased 45 percent, in rafts 13 percent, and the hauling of mineral and construction materials will be doubled in this ship line.(2)

SOURCES

1. Moscow, Izvestiya, 20 Mar 52
2. Petrozavodsk, Leninskoye Znamenie, 22 Feb 52
3. Moscow, Rechnoy Transport, 4 Jan 52
4. Rechnoy Transport, No 1, Jan - Feb 52
5. Rechnoy Transport, 14 Dec 51
6. Baku, P'kinskiy Rabochiy, 15 Feb 52
7. Rechnoy Transport, 18 Jan 52

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